



**The Ogden Point  
Master Plan  
Information Session**

**October 4, 2016**

**4:30–7:30 PM**

**WELCOME**



# KEY CHANGES AND BENEFITS

## Master Plan Broad Community and Working Harbour Key Changes and Benefits

- 1** Future development along Dallas Road is focused on commercial, locally focused retail and local or regional institutional opportunities that will provide sustainable employment opportunities. This does not preclude ongoing marine industrial related options in the near future until a development opportunity appears. Business space for First Nation partnership and development are also considered in this plan. This development provides resilience and greater certainty for the GVHA and by extension, the local and regional economy.
- 2** To promote openness and local and visitor accessibility to and from the property a new major gateway feature is planned that provides a linkage to the proposed commercial development and the Pier B port of Call Terminal. This connection is for pedestrian and bicyclists only. A key feature of this gateway space is the alignment of a major cultural space to celebrate the cultural heritage of the Songhees and Esquimalt Nations on whose Traditional lands Ogden Point is located. This will become the “hub” of the site.
- 3** The plan contemplates the development of small marina facilities for small crafts and yachts, as well as a kayak dock. This is located within a Transport Canada Water lease area and will require Federal approval. The public boat launch will be maintained and upgraded.
- 4** Heliport—Aircraft noise is a major concern for the community. The plan has been developed to locate and place buildings to reduce or mitigate the impacts of helicopter noise. In addition, building materials and systems that contribute to noise reduction will be identified in the guidelines for the master plan. The master plan phasing plan will show interim actions through temporary or permanent noise attenuation during the development of the site.
- 5** Heliport—This plan contemplates the development of a much needed emergency services hangar for the Air Ambulance service as well as future upgrades to the terminal facilities.
- 6** When not utilized by cruise or working marine activities, major open areas can be utilized for community events and activities.
- 7** The area around and on the breakwater will be revitalized and upgraded to improve accessibility, provide designated public spaces with views, as well as opportunity for performance near the waterfront. A new public lineal greenway leading to the barge facility and waterfront next to Pier A is proposed.
- 8** The road layout and bus parking areas have been formalized to provide improved safety, efficient loading and unloading of passengers and other services on the property. A key feature of the plan is the proposed movement of some bus parking onto Pier B to alleviate the congestion of traffic activity during the cruise period. This has also freed up valuable site area for other more appropriate activities. The current plan proposes a 17% reduction of paved (road and parking) area on the site. This means that of the approximately 7.1 hectares (17.5 acres) excluding the piers and heliport areas, 1.2 hectares (3 acres) of paved area has been eliminated and utilized for other activities.
- 9** The Current Port of Call terminal located on Pier B will be renovated and upgraded with an additional storey to provide office and service spaces for the operation of the facility. In addition, a new gangway walkway platform forming a roof over the majority of bus parking below will be constructed to provide ease of disembarkation and embarkation for passengers and crew.
- 10** The current warehouse, located on Pier A, may be retrofitted (or replaced if financially viable) to provide facilities for a home port that will accommodate small to medium size cruise ships. This facility may also provide off season use for medium sized convention or gathering spaces that can be accessed by business and the community. Warehousing space to accommodate current and future marine operations will also be part of this facility.



# KEY CHANGES AND BENEFITS







# GVHA STRATEGIC PLAN



## GVHA Strategic Plan

... GVHA’s actions and decisions will be guided by the following principles:

- 1. First Nations Relationship—We commit to working in partnership with the Esquimalt Nation and the Songhees Nation as they pursue their cultural and economic aspirations in the Harbour.
- 2. Triple Bottom Line—We commit to generating broad economic and social benefit from the use of our properties, while continuously mitigating adverse social and environmental impacts in local neighbourhoods and to our land, air and water.
- 3. Financial Self-Sustainability—We commit to structuring and managing GVHA in a financially prudent manner, and to ensuring the long term sustainability of the organization and its assets without recourse to local subsidies.
- 4. Working Harbour—We commit to promoting the Harbour as a working Harbour seeking out opportunities to help advance industrial, commercial and tourism related enterprises—“where commerce requiring the connection between the land and water takes place”.
- 5. Accountability—We commit to act in the public interest of the Harbour on behalf of GVHA’s Member Agencies, their stakeholders and the people of the region, and to be held publicly accountable for our activities and results.



Photo courtesy of: Melvin Staaf – Old Victoria BC Facebook page



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## OGDEN POINT BY SEA

A working harbour for over 100 years, development proposals should prioritize the preservation and enhancement of Ogden Point's marine industrial heritage. Ogden Point is currently Canada's busiest cruise ship port of call and development on the site should respect and celebrate its two "faces" one to the sea and the other to the land. Ogden Point's seaward face should reflect Victoria's position as a world-class tourist destination.



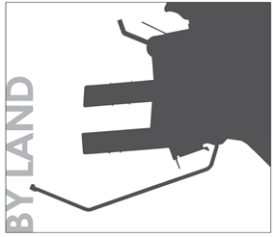
## What We Heard

October 2015 Survey: Participants commented on the importance of access to the ocean and the beautiful views at Ogden Point.

February 2016 Stakeholder Meeting: Participants expressed concern about losing industrial and marine use on the lands and desire to see enhanced opportunity for both.

## Strategies

- The area around and on the breakwater will be revitalized and upgraded to improve accessibility, provide designated public spaces with views.
- Open areas, when not used for seasonal cruise traffic and logistics, will be used for flexible marine lay down space as well as public events.



## OGDEN POINT BY LAND

Ogden Point should be designed to service both cruise and marine industrial users, and local patrons. Development proposals along Dallas Road should be sensitive to the adjacent residential context and should provide community-oriented amenity spaces that serve as a buffer between the James Bay neighbourhood and the marine industrial lands.



## What We Heard

March 2015 Focus Group Session: Participants emphasized that Ogden Point is located next to a residential community and impacts need to be mitigated.

February 2016 Survey: Participants ranked amenity space, marine services and marine technology as the highest priority uses.

## Strategies

- The proposed Commercial and Institutional development along Dallas Road is designed to act as both a buffer and transitional space for local community. Focus on balancing amenity, industrial and commercial spaces that are flexible and functional for the primary use of the site as a working harbour



## OGDEN POINT BY AIR

Ogden Point should be designed to incorporate site-specific strategies intended to decrease the impact of aviation services on the neighbouring community. This may include, but is not limited to, siting, massing and height of buildings, sound absorbing cladding materials, and landscape buffers.



## What We Heard

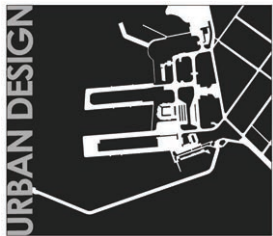
October 2015 MindMixer Topics: Participants expressed concern regarding the noise from the helijet pad.

## Strategies

- Identify a range of short term built or installed mitigations that will act as temporary noise mitigation until the site is permanently developed.



# BUILDING OGDEN POINT



## URBAN DESIGN

Redevelopment of Ogden Point should prioritize the creation of a high quality public realm, including pedestrian and cycling infrastructure. Public realm improvements and amenities should be incorporated into the Site via an integrated network of well-considered walkways, gathering spaces, and viewpoints.

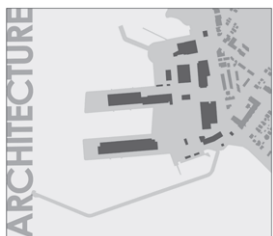
## What We Heard

October 2015 MindMixer Topics: Participants felt the site requires more walking paths, bike paths, benches, and places to park bikes.

February 2016 Survey: Participants ranked public space, amenities, and marine industrial space as the top three most important things about the Master Plan.

## Strategies

- Conduct a trial of parking buses under the cruise terminal on Pier B to free up Site area for other uses.
- The community gateway provides greater permeability for pedestrians and cyclist to and from the property by helping to mitigate people and traffic conflicts on the site.



## ARCHITECTURE

Building design for Ogden Point should establish a contemporary architectural expression that supports and respects the maritime industrial heritage of the Site and that contributes to the unique image and character of the Outer Harbour area.

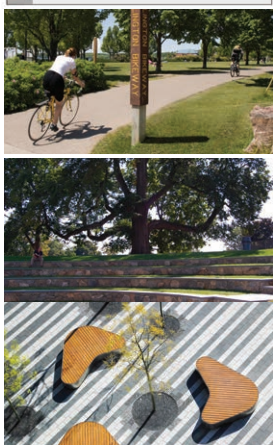
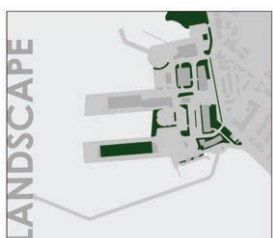
## What We Heard

November 2015 Survey: Participants asked if the scenarios consider arts, cultural and educational uses and suggest that a greater emphasis on First Nations art and culture could be featured.

February 2016 Survey: Participants encouraged making the Site the gateway to the community, city and country.

## Strategies

- Develop the architectural aesthetic for the Site through the application of wood, metal and concrete materials focused on a contemporary west coast and marine industrial style, integrating green building and infrastructure to minimize the environmental footprint of the project.
- Contemplate a cultural space and building to celebrate the cultural heritage of the Songhees and Esquimalt Nation, and will act as the “hub” of the Site.



## LANDSCAPE

Landscape design at Ogden Point should incorporate, wherever possible, indigenous landscape elements typical to the James Bay neighbourhood and encourage a botanically interesting landscape throughout the year, exhibiting variety in scale, texture, colour, and form. Wherever possible, pedestrians and cyclists should be guided through the Site via intuitive landscape design, paving strategies, and clear lines of sight.

## What We Heard

October 2015 MindMixer Topics: Participants expressed the desire for green spaces to allow for kids to play and people to gather and enjoy.

February 2016 Survey: Participants suggested combining cultural spaces and the natural environment as a benefit to the area.

## Strategies

- Contemplate opportunities for using amenity spaces as a means to provide opportunities for education and interpretation of the natural environment— a designated Bird Sanctuary as well a thriving marine environment.
- Where possible intercept storm water runoff through bioswales and other landscape features that are fully integrated into the overall pedestrian and amenity spaces.



# SUSTAINING OGDEN POINT



## ENVIRONMENTAL

Development proposals should employ forward-thinking approaches to sustainability and should attempt to leverage building design, location, and orientation to address existing issues. Buildings should be designed, built, operated and maintained in a manner that promotes energy efficiency, water conservation, waste minimization, pollution prevention, resource-efficient materials and indoor air quality.



## What We Heard

October 2015 Survey: Participants expressed concern that there is not enough focus on environmental stewardship and too much on economic growth.

February 2016 Stakeholder Meeting: Participants raised concerns about site preparation and remediation.

## Strategies

- The GVHA will encourage renewable energy, waste and water management options as part of any development project.
- The installation and use of viable and sustainable On Shore Power (OPS) is a key goal for the GVHA to help reduce ship emission impacts.



## ECONOMIC

Commercial, retail and institutional development proposals should be based on a solid, objective business case and should be designed to accommodate a range of tenant types in order to ensure diversity and sustainability.



## What We Heard

October 2015 Survey: Participants listed diversifying the uses on the Site to create alternate income options for the GVHA as the second greatest opportunity to enhance the Site.

## Strategies

- Diversify opportunities by zoning that allows for a variety of consideration of uses if proven to be financially feasible.



## SOCIAL

Ogden Point should provide opportunities for social and cultural interaction for residents, employees, and visitors alike. The design of the Site should ensure the well-being of the hundreds of people expected to occupy, visit, and pass through Ogden Point each day, while providing opportunities for a diverse group of people to linger, celebrate, interact, and learn.



## What We Heard

October 2015 MindMixer Topics: Participants suggested increasing the amenities, including restaurants, events, and activities like the farmer's market. Participants also identified the breakwater as an important space for locals and visitors.

February 2016 Survey: Participants expressed strong support for growing and enhancing various cultural aspects in the plan from First Nations and marine uses, to the arts.

## Strategies

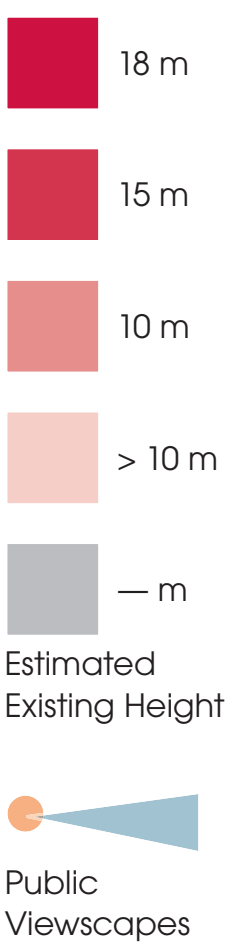
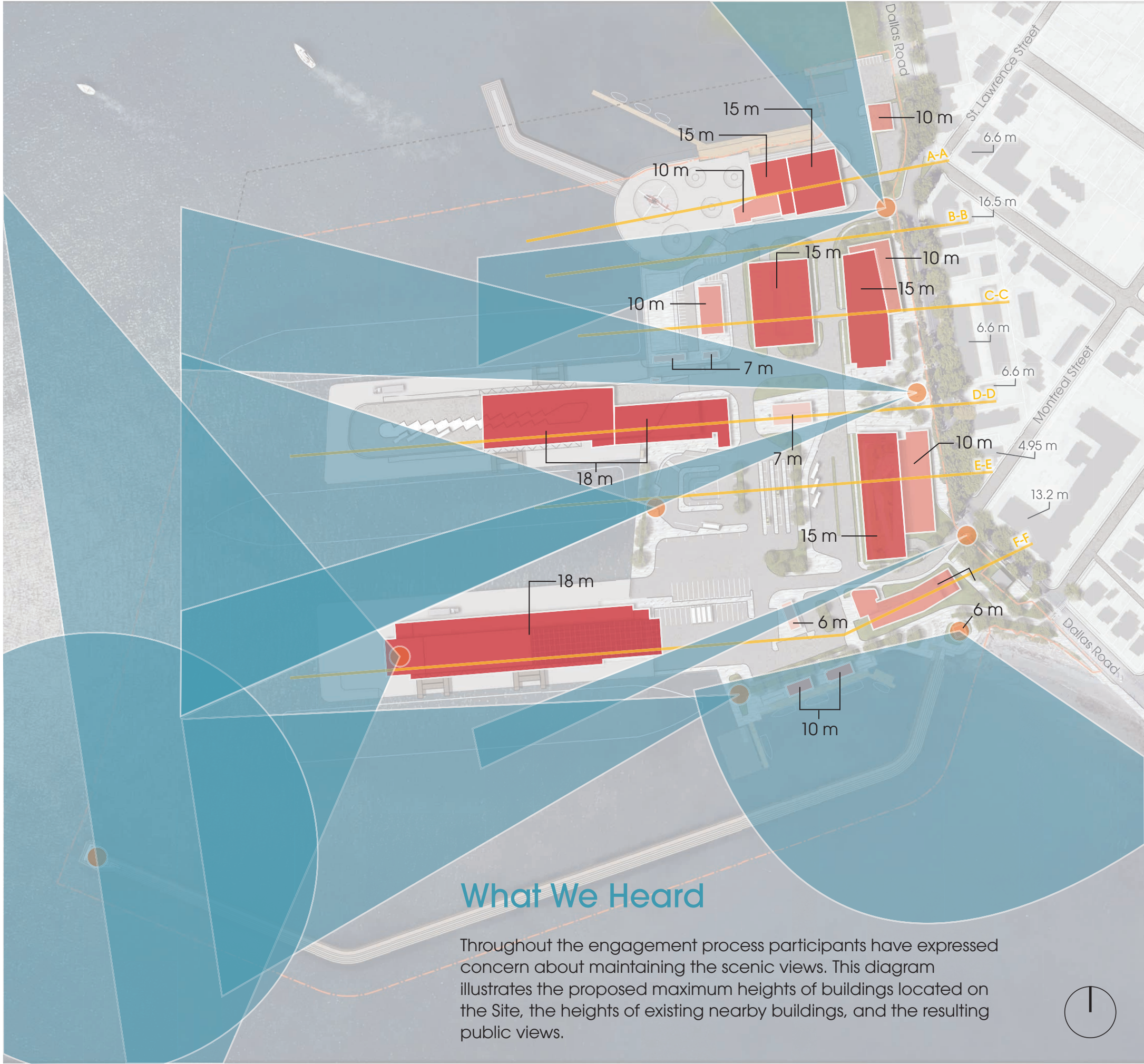
- Ensure there are flexible spaces that offer community use such as meetings, performances, gatherings, and events such as the flexible space in the home port terminal building that can be used/rented by the community.



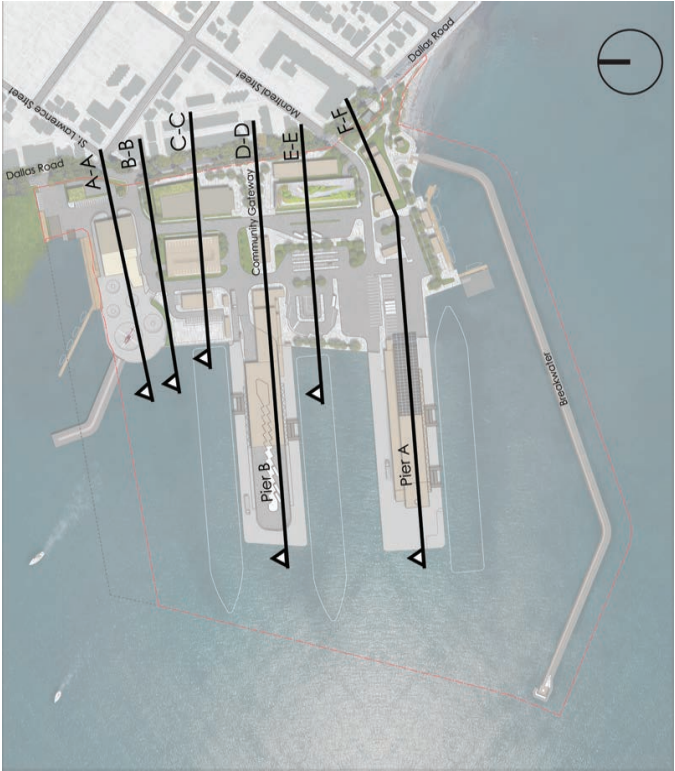
# MASTERPLANS



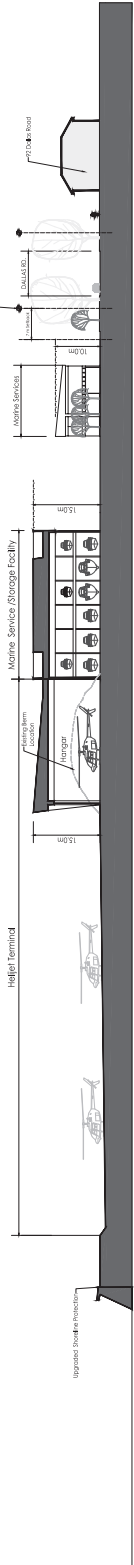




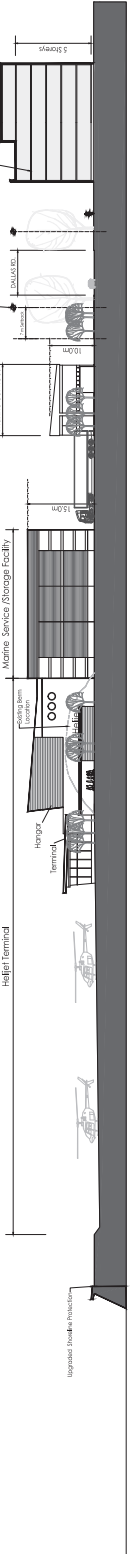




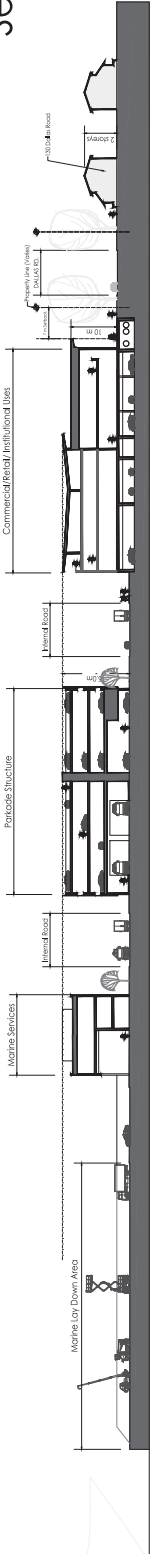
## Section A-A



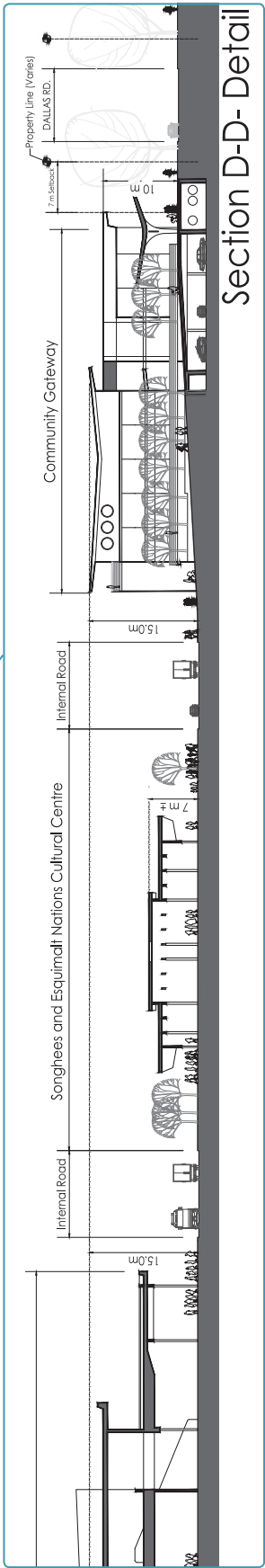
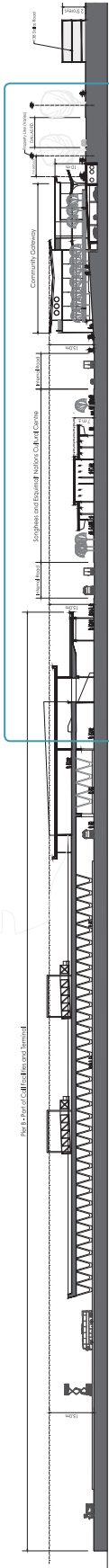
## Section B-B



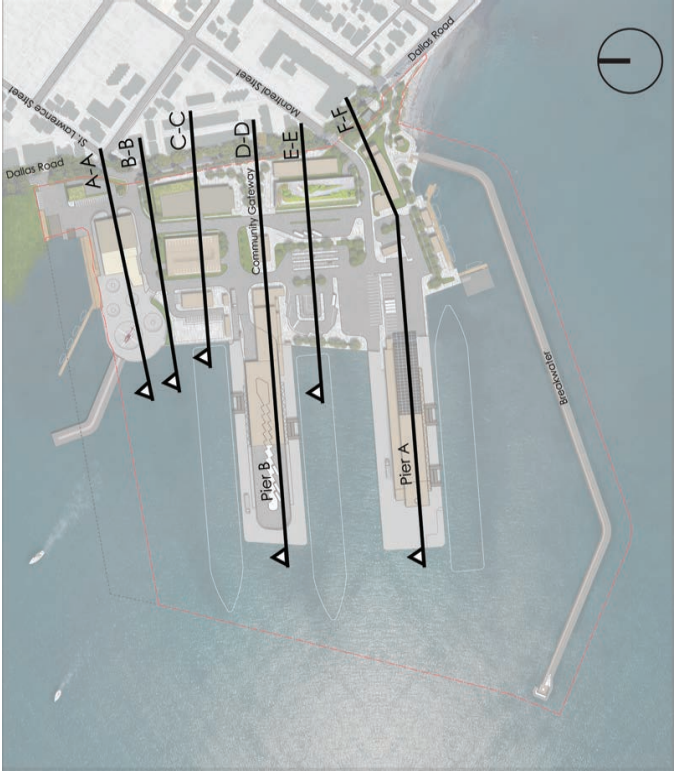
## Section C-C



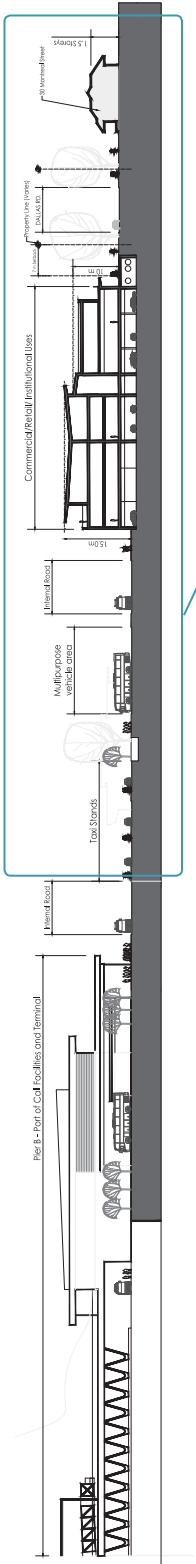
## Section D-D



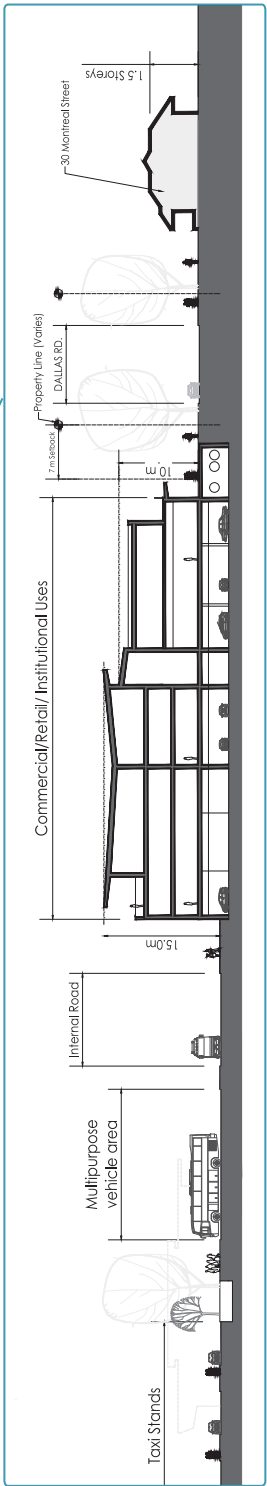




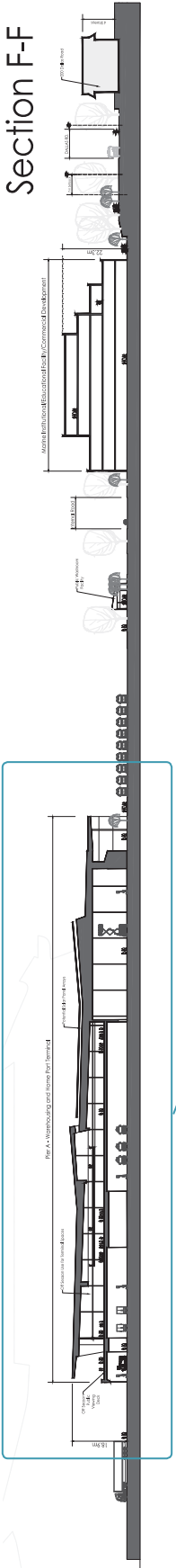
Section E-E



Section E-E Detail



Section F-F



Section F-F- Detail

